

AN EXTRAORDINARY SURGICAL DISCOVERY.

(From an Edinburgh Paper.)

A CORRESPONDENT writes to an Edinburgh contemporary communicating a remarkable French surgical discovery. "French surgery," he says, "is generally known as daring even to rashness, and it is true that some of its most brilliant achievements have been attended, in the tentative stage at least, with the increased suffering and frequent death of the patient. The operation of which I am about to speak, however, has been singularly successful. I am indebted for full information regarding it to a French medical friend, who came to this country to attend the late Emperor's funeral, and who is now staying with me, as well as to an article which appeared a fortnight ago in the *Revue Chirurgique*. Your readers will form some idea of the novelty and importance of the operation, of which I shall only indicate the leading features, with the leave that its aim is nothing short of the removal of all stomach complaints. M. de Septeuil, who has described the following extraordinary mode of operation, is only about twenty-eight years of age, and was a distinguished pupil of Nelaton, of whom, however, he may now be considered the master. It may be presumed that the cases which came chiefly under M. de Septeuil's observation were those in which the patients, by intemperance or want of exercise, had induced such violent and chronic hepatic discharges into the stomach as to vitiate that organ and cause speedy death; in other words, that aggravated form of bilious complaint which medical men acknowledge to be incurable, and to which every bilious person is predisposed. The operation, however, as will be seen from the subjoined brief details, and as M. de Septeuil has in one instance proved, is equally efficacious in cases where the contractile power is enfeebled, and there is a deficiency of gastric juice. Hitherto the severity of either form of disease has been mitigated, though never eradicated, by dietary treatment. M. de Septeuil, on the other hand, regards the stomach as irretrievably ruined by its inability to work under the above conditions, and it is his especial credit to have practically demonstrated that the removal of this organ is necessary and, incredible as it may seem, as simple as the removal of a diseased arm or leg. The knife is almost entirely dispensed with, an artificial membrane of the most delicate and delicate construction. M. de Septeuil's first case, which will illustrate his method, was that of an old mason, whom stomachic ailments had laid aside from work. To this far from promising patient he administered, with the view of detaching the coats of the stomach, a tablespoonful daily of powdered caustic and sublimated essence of vitriol. This solution was tempered with chloride of lime, in order that the underlying tissues might be preserved as much as possible from corrosion. On the morning of the fifth day the patient, who had been supported on the smallest quantities of light food and light wine, began to experience considerable pain and nausea, and M. de Septeuil knew that a crisis had arrived. A strong purgation was given, two carbonized sutures were applied, and in two hours the stomachic integuments were passed by the same channel as the feces. It may be here remarked that, as during this process the patient seemed to suffer severely, M. de Septeuil resolved in future to employ chloroform. The sutures were still retained, and the artificial stomach was gently injected. When its position with regard to the large arteries was ascertained by means of an elongated pulse-register, it was inflated with compressed air, by its own contraction and dilation, its action with the gastric nerves and ducts was clearly indicated. Next day the patient declared himself free from all pain, and displayed great voracity of appetite consequent upon this rapid adjustment of the digestive functions. During the next eight days he was manifestly regaining strength, but died suddenly on the ninth, from an unexpected anæmia of the heart. There were not wanting two or three rivals to attribute the death to the operation, but on a post-mortem examination it was found not only that the cause of death was strictly cardiac, but also that the artificial membrane was actually adhering to the neighbouring structures, and had admirably fulfilled its relations to the other viscera. Thus encouraged, M. de Septeuil has operated repeatedly with the happiest results. From the *Revue Chirurgique*, to which reference has been already made, I see that out of forty cases of stomachic disease he has cured thirty-four in this manner, the remaining six dying of the general exhaustion or the organic disease which a depraved digestion fosters and aggravates. Though the relief which this operation will secure to millions of sufferers is incalculable, M. de Septeuil by no means regards it as the *meilleur* of surgery. On the contrary, he regards it as simply inaugurating a new mode of treatment for organic disease, and he invited all to turn to the scientific science to co-operate with him in the attempt to discover how his method may be applied to the larger viscera. The attempt is a noble one, and no one can doubt who appreciates the marvellous success of M. de Septeuil's first operation. Nor can we doubt that, were the attempt successful, M. de Septeuil will have been instrumental, to use the words of the writer in the *Revue Chirurgique*, "de doubler ou quadrupler l'avantage longueur de la vie humaine."

DECK CARGOES.

A "NAVAL Architect" writes to the London *Times*:

The question of deck cargoes has been recently raised in connexion with the frequent losses of timber-laden ships, and it has been proposed to call upon Parliament to legislate upon the subject, either by prohibiting altogether the carrying of deck cargoes at certain times of the year, or by always charging them for tonnage dues. It has been recommended that treble tonnage dues should be charged upon the cubic contents of the space occupied by cargo upon upper decks. It may, perhaps, be desirable, before discussing the question of the prohibition or assessment of deck cargo, to consider whether it is, as appears to be somewhat hastily assumed, in all cases a source of danger.

It is well known that the last work a wooden ship is usually set to before being broken up is timber carrying. The reason of this is that timber being either about the same or less specific gravity than water, the strain of such a cargo is equally distributed all over the ship. Besides this, the timber, if well stowed, may even be made to contribute to the longitudinal strength of the vessel. In the case of ordinary cargoes, the ends, especially of finely formed ships, are not supplied with their own buoyancy, but depend upon that of the midship body, and thus great strains are often brought upon the structure, giving rise to what is called "hogging"—that is, bending of the ship (in extreme cases amounting to actual rupture) caused by the rise of the midship part and the sinking of the ends. From this source of danger a ship with a timber cargo is specially free; and this being known, very old and weak ships are made use of as timber carriers, and the practice is, as might be supposed, often pushed too far. Of course, certain obviously necessary repairs must be made before a ship can be insured at all; these, however, are often not of a kind to qualify her even for the timber trade, and, in many cases, it is not thought worth while to spend money in repairs, it being more profitable to remain uninsured and share the loss. If the ship leaks, it is known that, provided the water can be kept from the provisions, little harm is done. In the case of a cargo of fir, well stowed, the admission of so much salt water as there is room for in the hold will not sink the ship very much lower than when she was dry. The real danger is often from quite another source. The timber, which while the ship was dry remained as it was stowed, in when water gets into the hold, lifted—in fact, floats upon the water, and a great pressure is brought upon the deck, which in wooden ships is

often very weak. It may, indeed, be said that the weight of the ship, formerly supported by her outer shell resting upon the water, is now supported by the deck resting upon the cargo which floats in the water. It should be observed that the deck plays a very different part in the structure of iron and wooden ships. In the former, it is the dominant element in the longitudinal strengthening, i.e., the transverse iron beams are well connected with the ribs of the ship, and continuous iron stringer plates are placed upon the beams, the whole forming a homogeneous and rigid structure. In wooden ships, especially old ships, the beams chiefly depend for their connexion with the ship's side upon wooden knees or brackets, which, as well as the beam ends, are in a situation most favourable for the production of rot; and there is nothing occupying the same position and fulfilling the same purpose as the central deck stringer plates in an iron ship. It is thus the case that an old ship, structurally weak from age, may, in this trade, be subjected to strains of an exceptional character, while no special provision is made for meeting them. It will, I think, be seen, then, that the mere fact of a fir-laden ship having deck cargo being lost in bad weather at sea does not justify the conclusion that her loss was caused by her deck cargo. It might even be that a weight of cargo upon the midship portion of the ship would be a positive advantage in counteracting the upward pressure upon that part of the deck. We should often be nearer the mark if we attributed the frequent losses of timber carriers to the fact that these vessels are often employed in this trade when their proper place would be the shipbreaker's yard.

Deck cargo may certainly endanger a ship in bad weather by hindering the working of the sail, &c., but this evil may to a large extent be obviated by the cargo being properly stowed, well secured, and of moderate quantity.

The question may be also considered in its relation to the stability of a ship. It is now a well-known fact that large stability, indicated by a low centre of gravity, may be as much a source of danger as stability. This has been exemplified by the performances of our ironclads in the battle of the Suez, when the contractile power is enfeebled, and there is a deficiency of gastric juice. Hitherto the severity of either form of disease has been mitigated, though never eradicated, by dietary treatment.

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THE CLAIMS OF LABOUR.

(From the *Examiner*.)

THIRTY years ago, when Chartism was being trampled into an uncertain subjection, Mr. Carlyle wrote: "A day is ever struggling forward, a day will arrive in some approximate degree, when he who has no work to do, by whatever name he may be named, will not find it good to show himself in our quarter of the solar system; but may go and look out elsewhere, if there be any idle Planet discoverable?" Let the honest working man rejoice that such law, the first of nature, has been made good on him, and hope that by-and-by all else will be made good." Thirty years ago it was more difficult to say such a thing and to believe such a thing than it would be now; to the fact the clear-sighted man who saw in the disturbance of to-day's right a revolt against idleness, and a rightful claim on the part of labour to be recognized, and the true certificate of manhood. The desire for political power as more than a means to an end is hardly to have been more general than now; that each individual workman should obtain for himself an infinitesimal share in awaying the destinies of the nation, or even in taxing himself, was not an object worth sitting up at night for, much less work-bricks and torchlight processions. The abstract right to representation might have been hauled at the man for centuries without effect, had not suffering and flagrant injustice barred the logician's arrow. The workman awoke to find idleness rampant; an oligarchy in command scarcely less so than in pre-Reform Bill times—himself the labourer, the bread-winner, the wealth-producer, badly paid as before, working that others might rest, without even the privilege of saying that this or the other idle man should represent him, the working man, in Parliament. He saw, too, in a more aggravated form than is now apparent, the injustice and ignominy that lay in wait for a poor man's crimes, the lenient tolerance that screened his wealthier neighbour. It was seven years after the first Reform Bill that the working man awoke to this state of things, determined to claim his abstract right of representation, did so with much courageous demonstration, was convicted of high treason, and so, for the time, quieted. The year after this further remark, however, will help us to a conclusion. In a scheme which would provide for the representation of the capitalist as a capitalist, should anything be stipulated as to the use to be made of his money and of his time? This perfectly legitimate question, to which an answer yes or no is equally impossible, shows us how false is the electoral basis provided by "labour and capital." However useful economically, this division is, as far as representation goes, impracticable. The few who hold a contrary opinion have been forced into it by the usurpations of capital, usurpations of which the days are numbered.

There is one further point to which Mr. Carlyle has devoted more than one piece of stirring eloquence—the claim of work over-idleness. As a matter of fact, a vast number of capitalists, and the whole of that class of tradesmen, are ranked indifferently in either division, work with an energy far surpassing that of the majority of artisans. Hence lies the plea for their enfranchisement, not in the circumstances in which

he is now indispensable to the agitators for any new scheme, whether it be for abolishing the Game Laws or planting artisans out in the open with a cottage and a cow. Recent strikes and industrial disturbances, if they have in some cases been conducted with criminal injustice, have met with injustice at least as criminal, not only on the part of employers but on the part of those who are the legally appointed arbiters of such disputes. In fact, English working men have taken their stand on that which is their all, labour, and formed themselves with the least possible aid from without into a firm and undivided body that even the most extravagant of old-world Tories cannot afford to despise. Times have altered since the Chartist riots, and the participants in those riots, or rather their descendants, have proved themselves to be a body true men demanding nothing but justice. But while the dignity of labour has been thus amply asserted, there remains the very natural craving for something more than an abstract title to respect; labour demands its proportion of political power. Accordingly we have a league for the direct representation of labour. That there has been an absence hitherto of working men's candidates in the House of Commons is probably due not so much to the short time which has elapsed since the concession of household suffrage and the lodger franchise, or to any underlying influences which may have operated in the election of working men as to the want of general enthusiasm among the working classes themselves. Faith in Parliamentary procedure has been wanting, and that, as well as the beam ends, are in a situation most favourable for the production of rot; and there is nothing occupying the same position and fulfilling the same purpose as the central deck stringer plates in an iron ship. It is thus the case that an old ship, structurally weak from age, may, in this trade, be subjected to strains of an exceptional character, while no special provision is made for meeting them. It will, I think, be seen, then, that the mere fact of a fir-laden ship having deck cargo being lost in bad weather at sea does not justify the conclusion that her loss was caused by her deck cargo. It might even be that a weight of cargo upon the midship portion of the ship would be a positive advantage in counteracting the upward pressure upon that part of the deck. We should often be nearer the mark if we attributed the frequent losses of timber carriers to the fact that these vessels are often employed in this trade when their proper place would be the shipbreaker's yard.

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The question may be also considered in its relation to the stability of a ship. It is now a well-known fact that large stability, indicated by a low centre of gravity, may be as much a source of danger as stability. This has been exemplified by the performances of our ironclads in the battle of the Suez, when the contractile power is enfeebled, and there is a deficiency of gastric juice. Hitherto the severity of either form of disease has been mitigated, though never eradicated, by dietary treatment.

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they may chance to find themselves, not in the enormous masses of wealth which their labour may help to keep in circulation, not in the magnitude of the results which flow from their labour. The daily increasing estimation which labour commands, the primary importance of the questions: Who is he? What does he do? The growing conviction that women will never assume their true place till they become working members of the community; these are only a few of the signs of the times. Before long it may be possible to disfranchise idleness. Give its widest meaning to the phrase "working men," and working men may soon demand, not only a share, but a monopoly of the representation. C.

THE APPROACHING TRANSIT OF VENUS.

(From the *Spectator*.)

AN important natural phenomenon will occur before long, and there is some fear that this country—though the Government has been very liberal—will suffer serious discredit from the manner in which the phenomenon is to be observed. There is still time, though not a day to spare, to avoid this result; and it is chiefly with the hope of commanding the master to the attention of all who can help to avert national discredit that we submit the facts of the case to general attention while time still remains for action.

It is known to most of those who read these lines that on December 8, 1874, and again on December 6, 1882, the planet Venus will cross the Sun's face, and that no phenomenon will occur after 1888 until the year 2004. It changes, moreover, that in one respect the transit of 1874 presents an opportunity which will not recur during the transit of 1882, so that for 130 years astronomers will be without the means of remedying any omission which may be made in the case of the transit now near at hand. It is to this opportunity that what we now have to say specially relates.

Without entering into any scientific details, it may be stated that the importance of a transit of Venus, in an astronomical sense, depends on the fact that, as seen from the top or northern parts of the earth, Venus is projected lower down on the sun's face than as seen from southern stations. And the great object of astronomers when a transit is to take place is to set observers far to the North and far to the South, in order that the observed displacement may be as great as possible. In December, of course, the Arctic regions are turned away from the sun, so that no observers need be sent there; but the Antarctic regions are then enjoying their nights and summer, and there, if possible, observers should be sent. Moreover, if this is to be done, our country, with its colonies near the Antarctic seas, is beyond all question the proper country to undertake the task.

Accordingly for many years the question has been discussed. No less than sixteen years ago it was announced that so far as Antarctic voyages were concerned attention might be limited to the transit of 1882. There seemed to be ample time, as well as preparation for such a preliminary reconnaissance as might appear necessary. In 1884 these statements were renewed more positively; and, at last, in 1888, geographers and Arctic seamen were invited to give information as to suitable Antarctic stations, or rather as to the accessibility of those Antarctic stations which had been described as astronomically suitable. The geographers and Arctic seamen responded to the appeal. The great gathering at the rooms of the Astronomical Society and of the Geographical Society; it was announced that the Possession Island or Coulman Island, near the precipitous shore-line of Victoria Land, would be a suitable station; the necessary preparations were discussed and almost agreed upon, when—when it was found that a mistake had been made. It was the transit of 1874, not that of 1882, which should have been prepared for. In December, of course, the Arctic regions are turned away from the sun, so that no observers need be sent there; but the Antarctic regions are then enjoying their nights and summer, and there, if possible, observers should be sent. Moreover, if this is to be done, our country, with its colonies near the Antarctic seas, is beyond all question the proper country to undertake the task.

According to the claim of labour to a direct share of political power, it must be acknowledged, even by its bitterest opponents, to have most possible excuse in the present constitution of the House of Commons. It is to take as a basis the great division into capital and labour, two independent parts of a harmonious whole; each powerless alone, the enormous preponderance of legislative power which is in the hands of capital is enough to establish a case of the grossest injustice. Notwithstanding the theoretical equality of man with man, or at least voter with voter, of which we boast, the fact remains that a million artisans could not stop the construction of a railway or the declaration of a war which had commanded itself to a handful of capitalists. The power of the working classes in such matters, as exercised through their representatives, is simply nil. To this the Conservatives will reply: "It is their own fault. We have given them household suffrage; let them swamp the House of Commons with their own ideas if they please." And in this answer drawn from the enemies' lips lies, we believe, the solution of the question; not in any scheme for the direct representation of labour. True this method has now been some years in operation with no very satisfactory results; but a failure on so short a trial, and that, too, under circumstances the most unfavourable, is not sufficient to damn the procedure utterly. Capitalists and men of the upper classes have worked well for eighteen years, has not been adopted, not merely in principle, but in detail, by several foreign Governments, and is the only system of tonnage measurement recognized by the Suez Canal Company. It avoids the evil of charging ships merely for weight of cargo, and thus exempting from assessment their capacity for carrying passengers, and at the same time does not charge ships for mere bulk, when in consequence of their cargo being of light specific gravity, they find it advantageous to use their deck space, although the whole cargo may be of less value than another, which in consequence of its greater density, could all be carried in the hold. It is also doubtful if a system of assessment upon deck cargo would work if it were adopted. Owners would probably present as small a portion for measurement as would barely answer their purpose, and then endless disputes would arise as to whether the cargo occupied more than the assessed space. These various considerations induce us to believe that remedied are the dangers to which merchant ships are exposed at sea must be looked for rather in better designs of the steamer, a more rigid adherence to the rules of fireboard, and by searching investigation into the losses of uninsured and uninspected ships, than in an indiscriminate prohibition or fining of deck cargoes.

A somewhat singular result followed. The author of this correction was almost unknown to the astronomical world (three years before he had been altogether unknown). It was otherwise with the author of the mistake. Ninety-nine persons out of a hundred would have formed but one conclusion on the subject, if the correction had been quietly ignored. This, however, was not what actually took place. A contest (though a feeble) was maintained over unimportant details; a statement was made that the researches in which the mistakes occurred were only preliminary and rough; the suggested Antarctic voyage dropped out of notice; other mistakes, and especially the complete neglect of certain valuable stations in Northern India, were silently corrected. And most persons entertained the belief that the author of the correction, having discovered a mare's nest, wished only to forget the terrible deliberation with which the proceedings dragged on. Day after day and week after week those miserable men were brought up for a few hours, which were frittered away by judges unaccustomed to take evidence, and constantly retiring for consultation. It was believed among the prisoners and their counsel, plausibly enough, that this extreme deliberation augured a leaning to mercy. As the event proved, they were under a delusion. As some of the Government organs triumphantly remarked at the time, in spirit if not in so many words, the prisoners lost nothing by waiting, and that particular court closed its slow proceedings by an unusually summary sentence. The strain imposed on the minds of the prisoners by an ordeal so trying was painfully illustrated in the case of Ramon, who had been governor under the Commune of the prison of La Roquette. It was tried before for the murder of the Archibishop, Ramon had impressed the spectators by an oration so trying as to be painful to the ear. It is also known that, whether the erroneous preliminary inquiries were only rough first approximations or not, no others have since been made by British astronomers, except those very inquiries by which the errors in question were discovered (and certain corroborative researches published in the *Nautical Almanac* for 1874); and that the inquiry is not to be worth making for the over-valued transit of 1882, are they to be neglected for the earlier transit, now shown to have a greater value even than that of 1874? It had been supposed to have. This is the question very seriously affecting the scientific credit of this country. There has been, or let me hope we may still say, there is a certain interest, in which the whole scientific world has an interest. This opportunity is the only one of the kind since the year 1760, and until the year 2004. To this country specially falls the duty of seizing the opportunity—the opportunity, namely, of making absolutely the most effective observations for the determination of the sun's distance possible during an interval of two hundred and thirty-five years. What will be said and thought of the science of this country if, hereafter, it is not to be equalled? This is the question very seriously affecting the scientific credit of this country. There has been, or let me hope we may still say, there is a certain interest, in which the whole scientific world has an interest.

Now, at length, however, we may say at the last moment, when the difficulties of Antarctic voyaging are considered, nay we may almost say, when it is too late, it begins to be recognized that the mistakes pointed out had a very real existence. Everyone now knows that Antarctic voyages will not be made in 1882. It is also known that, whether the erroneous preliminary inquiries were only rough first approximations or not, no others have since been made by British astronomers, except those very inquiries by which the errors in question were discovered (and certain corroborative researches published in the *Nautical Almanac* for 1874); and that the inquiry is not to be worth making for the over-valued transit of 188

AUCTION SALES.

Preliminary Notice.

On FRIDAY, 18th April, at 11 o'clock.

At the Australian Auction Rooms, Pitt-street.

Highly attractive Unreserved Sale by Auction.

16 CASES FINEST LIMOGES PORCELAIN, comprising many novelties never before imported into the colony.

Value instructions from Messrs. Montefiore, Joseph, and Co.

To China Warenhousers, Gentlemen furnishing, and others.

BRADLEY, NEWTON, and LAMB are favoured with instructions from Messrs. Montefiore, Joseph, and Co., to sell by auction, at their Rooms, Pitt-street, on MONDAY, 18th April, at 11 o'clock.

Ex Anna Duthie.

16 cases Limoges porcelain.

Terms at sale.

Full particulars will duly appear.

Preliminary Notice.

On an early day, of which due notice will be given.

At the Australian Auction Rooms, Pitt-street.

Highly Important Unreserved Sale by Auction.

70 CASES MAGNIFICENTLY UPHOLSTERED

OLDEN-ENGLISH FURNITURE

PIER GLASSES, WALNUT TOILET GLASSHER,

HALL FURNITURE, CANE-SEATED CHAIRS,

&c., &c., &c.

Just landing, in splendid order, ex Glandover.

To Gentlemen Furnishing, Cabinetmakers,

Country Buyers, Brokers, and others.

BRADLEY, NEWTON, and LAMB have received instructions to sell by auction, at their Rooms, Pitt-street, on an early day.

Ex Glandover.

50 more furniture, pier glasses, &c.

Terms liberal, at sale.

Confectionery, French Fruits in Syrups

Fancy Chocolates, Cocoa, Fancy Soaps

Groceries, Olinnes's Stores, &c.

Just landed. By order of the Consignee.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on WEDNESDAY, April 16, at 11 o'clock.

12 cases white ditto, 1 ditto

2 boxes saltpetre, each 1 o'clock.

10 cases French chocolates (in variety), fancy boxes

3 ditto Taylor's coco (Maravilla)

3 ditto fancy soap

2 ditto white ditto

2 ditto confectionery (assorted)

20 ditto French fruits, in brandy and syrup

3 ditto Martin's mixed spice (fancy boxes)

2 ditto drapery

2 ditto white ditto

2 ditto caravans

5 cases brown Windsor soap. Also,

10 ditto olive's stores.

Particulars of which will be given at sale.

HONOLULU SUGARS.

OF IN CONSIDERATION OF THE CESSION

OF THE CALIFORNIAN MAIL SERVICE, the trade

are especially requested to have in view that this will be, in

probability, the LAST SHIPMENT that may be ex-

pected for a considerable length of time, and is unusually

small, in consequence of the great difficulty of the shipping

mail in the present state of the CLASS OF SHIPMENT.

FOR THE SYDNEY MARKET, and it is

only necessary for the Auctioneers to add that the shippers

thought it of more importance to keep up the standard of

QUALITY of their shipments as hitherto, rather than in-

increasing the QUANTITY.

The same quantity in the shipment is but eight hundred

and eighty-six mats, and, in accordance with the invariable

instructions of the consignees, BRADLEY and SCOTT,

will be sold, without the slightest reserve.

Ex NEBRASKA to AUCKLAND, THENCE BY

WONGA WONGA.

MESSRS. R. F. STUBBS CO. have re-

ceived instructions from Messrs. Brabell and Scott, and, in accordance with the usual careful selection—

P—143 mats

P—474 mats

P—100 ditto

CBA—100 mats.

Samples can be inspected at the Rooms before the sale, and the trade should bear in mind that the above will be the commanding lots.

Terms at sale.

Gas Chandlers, Piping, and Plumbers' Goods, assorted.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on THURSDAY, April 17, at 11 o'clock.

1 package gas chandlers, and

3 cases plumbers' goods, &c.

Full particulars at sale.

Ex Malta, Tarragona, to the

Avington Station, Galvanized Iron, Blasting Powder.

Just landed at Inverness.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on FRIDAY, April 18, at 11 o'clock.

12 cases G. iron, 7, 8, and 9 feet

1 new mail handbag, &c.

100 half-barrels CBG blasting powder.

Particulars at sale.

Electro-plated Goods, elegant designs,

Fashionable Toilet, Dinner, Dessert, and Breakfast Services, Centre-pieces and Ornaments, &c.

Just landed at Botanic.

CONGO TEAS.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on FRIDAY, April 18, at 11 o'clock.

1 case superior electroplated goods, from one of the first English manufacturers

5 cases very fine chinaware

4 cases tumblers.

Particulars at sale.

Congo Teas.

The cargo of the ROSE OF AUSTRALIA, from Foo Chow,

comprising 1321 Chests, 2801 Half-chests,

71 packages FINEST OOLONGS.

For UNRESERVED SALE, at the City Mart, on WEDNESDAY, April 16.

By order of Messrs. COWLISSHAW BROTHERS.

Masters not open at the City Mart.

The cargo of the brig ROSE OF AUSTRALIA, comprising all qualities, from finest seashells, congeous in good ration sorts, and a small parcel of fine OOLONGS.

Fall particular in cards.

Tearm liberal.

Steam Yacht FAIRY.

The most graceful and comfortable pleasure boat in the harbour.

This swift vessel is now under orders for positive sale, and can be thoroughly inspected at Cutthack's Wharf, where she is now lying in charge of Mr. Scott.

R. F. STUBBS and CO. have received instructions to sell by auction, at their Rooms, on FRIDAY, April 18, at 11 o'clock.

The screw-yacht FAIRY, 12 horse power. She is well

designed, strong all our racing men, and has been

brought in at her best order.

Inventory at Rooms.

Terms liberal.

Intending purchasers may inspect the vessel between the hours of 10 and 4.

TIN ORE.

Now being assayed.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on AN EARLY

DAY.

The following lots are:—

CAMBELL-TIN MINING CO.

REAL GALLONAGE CO.

PIONEER TIN MINING CO.

CRYSTAL PALACE TIN MINING CO.

VEGETABLE CREEK.

and other well-known selections.

Terms, cash.

In the meantime, every information may be obtained at the Rooms.

Gems, Fowling-pieces, &c.

A superior Invelope, just landed at Duke of Albany.

R. F. STUBBS and CO. will sell by auction, at their Rooms, on FRIDAY, April 18, at 11 o'clock.

2 boxes of superior guns.

Particulars at sale.

Chinaware.

Just landed at Somerset.

By order of the Consignee.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on FRIDAY, April 18, at 11 o'clock.

12 cases W. and G. blue, gilded, and enamelled colours

bright blue cups and saucers, and enamelled services, plates,

dishes, muffins, sugars, butters, milks, &c., &c.

Particulars at sale.

THURSDAY, April 17.

On account of when it may convene.

BEST WHITE BUCKLEY FIRE BRICKS.

M. R. TEAKLE has received instructions

from the consignee to sell by auction, at his Rooms, 7, Wynyard-street, on the above date, at 11 o'clock sharp.

Ex Shropshire.

994 best white Buckley fire-bricks.

The above are now lying at Brown's City Iron Works, Fremantle, and intending purchasers are requested to view the same prior to sale.

Terms, cash.

IMPORTANT SALE OF WINTER CLOTHING,

ex Anna Duthie.

On an Early Day.

M. R. CHARLES TEAKLE has received

instructions from the consignee to sell by auction, at his Rooms, 7, Wynyard-street, on an early day,

(88) EIGHTY-THREE ORIGINAL PACKAGES,

comprising—

Dovey overcoats

Pilot and wherry reefers

Seamen's overcoats

Army and navy palates, jackets

Children's, boys', and youth's clothing, &c., &c.

The above are almost a DUPLICAT shipment

of the goods on Huntley Castle, and as in previous sale from the same consignee, every line will be positively sold to the HIGHEST BIDDER.

Full particulars in future issue.

Preliminary.

WEDNESDAY next, April 16.

M. R. CHARLES TEAKLE has received

instructions to sell by auction, at his Rooms,

7, Wynyard-street, on WEDNESDAY next, at 11 o'clock

prompt.

23 packages new and seasonable drapery, clothing, dress, &c., &c., &c., &c., &c.

23 ditto Martin's mixed spice (fancy boxes)

2 ditto drapery

2 ditto white ditto

2 ditto caravans

5 cases brown Windsor soap. Also,

10 ditto olive's stores.

Particulars of which will be given at sale.

HONOLULU SUGARS.

OF IN CONSIDERATION OF THE CESSION

OF THE CALIFORNIAN MAIL SERVICE, the trade

are especially requested to have in view that this will be, in

probability, the LAST SHIPMENT that may be ex-

pected for a considerable length of time, and is unusually

small, in consequence of the great difficulty of the shipping

mail in the present state of the CLASS OF SHIPMENT.

FOR THE SYDNEY MARKET, and it is

only necessary for the Auctioneers to add that the shippers

thought it of more importance to keep up the standard of

FUNERALS

THE FRIENDS of the late Hon. ROBERT TOWNS, M.L.C., are informed that his Funeral will take place THIS DAY, Tuesday, at 9 a.m.; to move from his late residence, Cambrook, to St. Mark's Church, and then to Balmain Cemetery. R. STEWART, Undertaker, Bathurst and Pitt-street.

THE FRIENDS of the late Mr. JOHN SMITH are invited to attend the Funeral of his late FATHER, Mr. Peter Smith; to move from his late residence, 97, Stanley-street, Woolloomooloo, THIS (Tuesday) AFTERNOON, at a quarter past 3 o'clock, for Balmain Cemetery. J. and G. SHYING and CO., Undertakers, 719, George-street South; 120, South Head Road.

THE FRIENDS of Mr. THOMAS PROCTOR are invited to attend the Funeral of his late FATHER, Mr. Peter Proctor; to move from his late residence, 97, Stanley-street, Woolloomooloo, THIS (Tuesday) AFTERNOON, at half-past 2 o'clock, for Balmain Cemetery. J. and G. SHYING, Undertakers, 719, George-street; 86, Riley-street, Hill's Hill.

THE FRIENDS of the late Mr. MICHAEL O'KEEFE, late of Sutton Forest, are respectfully invited to attend his Funeral; to move from his late residence, 31, Mews-street, of Harris-street, Ultimo, THIS (Tuesday) AFTERNOON, half-past 2 o'clock, for Balmain Cemetery. J. and G. SHYING and CO., 719, George-street; and G. SHYING, Undertakers, 120, South Head Road.

THE FRIENDS of the late Mr. WILLIAM WINGTON are respectfully invited to attend his Funeral; to move from his late residence, 10, Francis-street, Glebe, on WEDNESDAY AFTERNOON, at 3 o'clock, for Balmain Cemetery. J. and G. SHYING and CO., 719, George-street; 60, Riley-street, Hill's Hill.

THE FRIENDS of the late Mrs. ELIZABETH MURCHIE are respectfully invited to attend the Funeral of her late youngest DAUGHTER, Maria; to move from her residence, 332, Kent-st., near King-st., THIS (Tuesday) AFTERNOON, at quarter past 3 o'clock, for the Presbyterian Cemetery. G. SHYING and CO., 719, George-street.

THE FRIENDS of JOHN and ELLEN M'MAHON are invited to attend the Funeral of his late departed WIFE, Ellen, at 10, Francis-street, Ultimo, THIS (Tuesday) AFTERNOON, at half-past 2 o'clock, to the Catholic Cemetery, Peterham. THOMAS, Undertaker, 141, York-street.

THE FRIENDS of Mr. PETER M'MAHON are invited to attend the Funeral of his late departed MOTHER, Mary M'Mahon; to move from her late residence, Australia-street, Newtown, THIS (Tuesday) AFTERNOON, at 3 o'clock, to the Catholic Cemetery, Peterham. THOMAS, Undertaker, 141, York-street.

THE FRIENDS of the late Mr. WILLIAM WORTHINGTON are invited to attend his Funeral; to move from his late residence, No. 365, Elizabeth-street, South, THIS (Tuesday) AFTERNOON, at half-past 2 o'clock, to the Office of C. KINSELLA and SONS, George-street, opposite Christ Church, and next to the Head-street.

THE FRIENDS of Mr. REUBEN TAYLOR are invited to attend the Funeral of his late beloved UNCLE, Mr. William Worthington; to move from his late residence, No. 362, Elizabeth-street, South, THIS (Tuesday) AFTERNOON, at half-past 2 o'clock, to Balmain Cemetery. C. KINSELLA and SONS, 11, Road.

THE FRIENDS of Mr. THOMAS S. WILSON are invited to attend the Funeral of his son, Joseph Single, late of his residence, 568, Elizabeth-street, South, on WEDNESDAY AFTERNOON, at 3 o'clock, to Campden Cemetery.

NEW BOOKS.

NEW BOOKS, ex MAIL STEAMER

Debrett's Peerage, 1873, 14s, post 15s 6d. Debrett's Peerage, Baronetage, and Knightage, 1873, 14s 6d, post 15s 6d.

Bawinson's (Professor) The Sixth Oriental Monarchy, 1873, 12s, post 13s 6d.

Mrs. Hallie's Sailor to Seaman, including Visit to a Turkish Harem, &c., plates, 11s 6d, post 12s 6d.

Chapman's (Dr.) Neuralgia and Kindred Diseases of the Nervous System, 20s, post 22s.

Wills' (Dr. George) Handbook of Hygiene, 11s 6d, post 12s 6d.

Junior's (Perkins, M.A.), A Profitable Book upon Domestic Law, 14s, post 15s 6d.

Bio Grande do Sul and its German Colonies, by Michael G. Müller, 12s, post 13s 6d.

Garrett's (Dr.) for the Eye, 2s 6d, post 2s 6d.

My Leaves by C. S. Calley, 6s, post 6s 6d.

Memories of Baron Stockmar, edited by Max Müller, 2 vols., 28s, post 31s.

Zoological Mythology, or the Legends of Animals, 2 vols., £1 17s, post 22s.

W. R. HEDDINGTON, Importer of Books and Stationery, 332, George-street.

GOVERNMENT NOTICES.

The Treasury, New South Wales, 16 April, 1878.

A MENDED NOTICE.—FLOATING VESSEL FOR NEWCASTLE.—Tenders will be received at this Office, until noon of TUESDAY, the 16th of April, from persons willing to construct a VESSEL for the carrying of Powder Magazine at Newcastle.

No Tenders will be entertained unless accompanied by a certificate from two responsible persons, stating that they are willing to become bound as sureties in the sum of £200, for the due fulfilment thereof.

Amended Specification may be seen at the Office of the Ordnance Storekeeper, George-street, from whom all the required information may be obtained.

The bonds, contracts, &c., must be stamped at the expense of the contractor.

Tenders to be marked outside, "Tender for the Construction of Vessel for Floating Powder Magazine at Newcastle."

GEO. A. LLOYD.

GOVERNMENT RAILWAY SPECIAL TICKETS.

NEW SOUTH WALES AGRICULTURAL SOCIETY, 1878.

METROPOLITAN INTERCOLONIAL EXHIBITION, 21st April to 3d May inclusive.

Every day during the Exhibition, commencing MONDAY, the 21st instant, and ending SATURDAY, the 13th of May, RETURN TICKETS will be issued from all Stations to Sydney, 1s 6d, for double journey, available for one week from the 1st instant, for distances over 15 miles—under 15 miles available for day of issue only.

SPECIAL TICKETS, 10d per return journey.

Department of Public Works, Sydney, 8th March, 1878.

GOVERNMENT RAILWAYS, NEW SOUTH WALES.—APPLICATIONS for the office of Commissioner for Railways will be received at this Office up to the 1st day of May next.

Satisfactory testimonials of business capacity and knowledge of Railway management will be required.

Salary, £200 per annum.

By direction of the Secretary for Public Works, JOHN RAE,

Commissioner for Railways.

Department of Public Works, Sydney, 8th March, 1878.

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